

## Official and Classified ADVERTISEMENTS

Continued from Page

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## Market pushes out the boat

**BILLINGSGATE** has made no great effort to celebrate the Jubilee. True there have been individual Union Jack bowlers and patriotic bow ties but it was left to the Shellfish merchants to demonstrate what a show the market can put on when it tries.

The occasion was the Jubilee Tideway Dinghy Race, where a field of some 280 boats raced, in a flurry of red, white and blue sails from Putney to the Tower of London and back. And what should be more natural than that their mid-race refreshment should be provided by Billingsgate, standing as it does, hard by the Tower.

In the Tower Moat, happily drained a hundred years ago and now beautifully grassed, six firms set up stalls to serve the six hundred odd competitors and race officials with some of the market's finest products.

Each stall had on offer jellied sals, prawns, whelks, mussels, cockles and that great new delicacy, smoked mackerel. The general organisation was in the hands of that easily distinguishable figure, Mr. G. R. Watkin, Chief Inspector of the Fishmongers Company, who appeared to have dragged his entire family into an all night roll-buttering operation to provide the 800 rolls required.

Mike Stearn of Baxter's not only ran a stall but had been responsible for much of

### 'Comanche' back

**THE BOSTON** Group at Grimsby has put its distant-water wet fish trawler *Boston Comanche* back to sea. Top earning trawler at Grimsby in 1974, she had been laid up since mid-April.

Unhappily, on the debit side, Boston's have been forced to withdraw from fishing for an indefinite period, its 21-year-old distant-water Belgaum.

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### PUBLIC NOTICE

#### YORKSHIRE WATER AUTHORITY SALMON AND FRESHWATER FISHERIES BYELAWS

WHEREAS under the Salmon and Freshwater Fisheries Act 1975 the Yorkshire Water Authority has made a byelaw amending byelaw 22 made in 1967 in order to enable permission to be given by the Authority (either conditionally or not) for the removal of fish from waters in which they have been artificially propagated and reared. NOTICE is hereby given that the Authority intends not earlier than one month after the publication of this notice to apply to the Minister of Agriculture, Fisheries and Food for confirmation of this byelaw. A copy of the byelaw is deposited at the Authority's office at West Riding House, 67 Allerton Street, Leeds LS1 5AA. A copy will be furnished to any applicant at that address without charge and will be posted on receipt of a 70p stamp. Within one month from the publication of this notice any person may object to the confirmation of the byelaw by letter addressed to the Secretary, Ministry of Agriculture, Fisheries and Food, Fisheries 18, Room 249, Great Westminster House, Horseferry Road, London SW1P 2AH. It is requested that a copy be sent to the under-signed.

R. Harland  
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**WANTED** 50-60ft. Scottish MFV, good hull and Gardner engine, no fishing gear required. Box No. 656.

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RETIRING Peterhead fishermen before setting off for their annual bus outing to Perth last week. On the return journey visited Arbroath and Montrose. Accompanying the veterans was superintendent James Ralph of the local branch of the National Mission to Deep Sea Fishermen.

## HUMBER PORT OF THE FUTURE

### Grimsby stakes its claim

THERE IS an "unchangeable" case for Grimsby to be regarded as the major British port of the future. It has all the assets to take advantage of the changing pattern of fishing.

Robert Grant.

This is stated in a report published this week entitled, *Grimsby — its future as a major fishing port*. A joint document produced by Grimsby Borough Council, Grimsby Fishing Vessel Owners' Association and Grimsby Fish Merchants' Association Ltd., it illustrates the versatility of the fishing fleet, and capability of the port to handle it.

The development of these fleets, states the report, will be greatly influenced by a 20-mile exclusive limit for the UK plus a sensible EEC conservation policy for outside waters. Financial support from the Government and the EEC will also be needed to help restructure the fleet.

A decision on the future pattern of fishing is urged so that the right investment can be made.

## MALLAIG TRAGEDY

AN INQUIRY has started into the loss of two Scottish fishermen following a collision between two boats of Mallaig last week. Both men were from the north-west coast. They were, however, from different fishermen (25).

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# FISHING NEWS

## HUMBER FEUD

### Row over Grimsby as 'premier' port

### Bar on board trawler

AN ATTEMPT to control drinking on board trawlers is to be made by fitting a bar on a Hull vessel. British United Trawlers has agreed to put a purpose-built bar in the crew's quarters on one of its freezer trawlers.

This move follows a suggestion made by the Department of Trade Working Group on Disciplines, which investigated the problems of drinking in the fishing industry.

A BUT spokesman told *Fishing News* this week: "We have agreed to set up some bar facilities for beer drinking on one of our freezer trawlers within the next three or four months for a trial period to see how it goes. So far we have not yet decided on the trawler concerned."

"There will be no officer in charge at all times the bar is open and there will also be a total limitation on all drinks to individuals," he added.

THE HUMBER fishing ports are deeply split over claims made in Grimsby last week that for investment purposes it should be regarded as the major fish port of the future.

This has led to the withdrawal of the Hull Fish Merchants' Protection Association from the Federation of British Wholesale Fish Merchants' Association. And skipper Tom Nielsen, secretary of the Hull Trawlers Officers' Guild has described Grimsby's claim as "bloody cheeky."

The statement — issued in Grimsby (*Fishing News*, July 15) by the Town council, fishing vessel owners and merchants — has been sent to the government saying that there is an "unchangeable" case for Grimsby to be regarded as the port of the future.

"It was bloody cheeky for Grimsby to suggest its own improvement at Hull's expense," said Skipper Nielsen. Grimsby had been premature, he added, especially as fishing policy has not yet been an-

nounced by the government.

It was the worst possible time to stir up a war between the two ports, pointed out Patrick Wall, M.P. (Haltemprice). With the whole of the fishing industry facing a serious threat, Mr. Wall said he was surprised that Grimsby should take such counter-productive action.

Commenting on the decision by the Hull merchants, Mr. S. Ellerington, president of Hull's F.M.P.A., told *Fishing News*: "It saddens me that Hull should leave the federation as two years ago I had the honour of being its chairman. But we have no alternative."

"It is obvious we cannot sit alongside fellow members of the

federation who are dedicated to our destruction as a port."

Discussing the report, in which Grimsby said that there was no possi-

bility Hull could survive as a major fishing port, Mr. Ellerington remarked: "This is the voice of

Continued on page 16

### HULL GAINS FREEZERS

GRIMSBY is transferring two freezer trawlers to Hull — leaving only six in the South Humber-side port. This follows the recent announcement by BUT that the Grimsby freezer trawlers

*Conqueror* and *Defiance* will work only home waters, starting with mackerel on the south-west grounds in September.

*Conqueror* left Grimsby on Wednesday after discharging her last distant water catch and *Defiance* is expected to follow suit when she returns in three weeks time.

This reduces the BUT and Grimsby freezer fleet to just six vessels (including three secondhand ones of Hull).

It also goes some way towards restoring the strength of the BUT freezer fleet at Hull. This has been depleted recently by two sales, one on charter and three due to leave soon for Australia.

## Support for ban

SURPRISE backing came for Britain's North Sea herring ban at the EEC agriculture ministers meeting in Brussels on Monday.

There was little progress, however, on British demands about inflexibility for a 12-mile exclusive limit with the part of the Community.

Resistance to British limit demands seems to be hardening up. As a result, Minister of Agriculture and Fisheries John Silkin backed his complaint about inflexibility.

After fierce opposition to the herring ban, agreement was finally reached on a show of hands, with Denmark outnumbered eight to one. With the ban running until September 16, it was also agreed to ban industrial fishing indefinitely.

Landing of industrial herring caught outside EEC waters is also to be barred at Community ports. Customs duty on imported human consumption herring has been dropped.

Mr. Bruce Millan, secretary of state for Scotland, made it clear, after the Brussels meeting, that Britain would be within its legal rights to continue the herring ban after September 16, if there was no further agreement.

He said that re-opening the grounds, even for a short time, would damage spawning stocks.

The EEC Commission will now be approaching Norway and Sweden in an effort to get them to stop herring fishing off the Skagerrak. This would seriously affect the Danish fleet, which has been heavily fishing this area over the past few weeks.

As a further conservation measure, fishing for Norway pout off the north-east coast of Britain between latitudes 58° N. and 60° N. and longitudes 2° W. and 4° W. is banned from September 16 until October 16.

Shell marine oils are as much a part of the sea as these kits.

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### Shell is catching

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**SHELL MARINE LUBRICANTS**





March 11, 1977

July 21, 1977

Master Frank — fishing on after repairs.

## Surprise tunny

A TUNNY fish — the first caught off the Yorkshire coast for many years — has been landed at Bridlington.

The fish was caught in salmon nets laid by Fred Walkington, coxswain of Bridlington lifeboat.

Tunny fishing used to be a popular sport until the 1950s, but since then none had been caught and the British Tunny Club disbanded.

Mr. Walkington's tunny weighs only a few pounds, compared with fish weighing several hundred pounds when the sport attracted fishermen to Scarborough. They went out in hired boats for two or three days at a time and medals were given for the largest fish, some of up to 900 lb.

Bob Ibbotson of Flamborough, a governor of the Fisheries Organization Society, said tunny used to be found off the Yorkshire coast when herring were plentiful. They lived on the shoals.

# Cod goes sky high £65 A KIT

LARGE North Sea cod soared to well over £60 per 10-stone kit at Grimsby on Monday as an acute shortage of quality cod stampeded merchants into a succession of record prices.

On a rising market, the Danish seiner *Judith Maidor* hit a new Grimsby high of £65 per kit.

Several local seiners also topped £60, including *Arcona Bay*. She even made £62 for small shelf cod.

Limited supplies of middle and distant water cod from



## Smack, 84, works on

THE OLDEST fishing vessel in the Isle of Man is being refitted again following a collision.

The 88ft. smack *Master Frank*, built at Ramsey in 1893, was moored in Douglas harbour some months ago when the former Fleetwood inshore trawler *Lista* collided with her causing considerable damage to the port side planking.

Since the collision the smack has been laid up awaiting a decision from the insurance underwriters.

*Master Frank* is the last of

the Rainsey-built cod smacks still fishing. At one time there

was a large fleet of these half-

decked vessels sailing from Douglas and Rainsey.

Fishing methods changed, however, until only *Master Frank* was left.

The long life of the smack has been attributed to the timber used in its construction.

The shipwright, a Cleator Duggan, used Manx chestnut for the frames because of a shortage of oak.

It appears that the chestnut has proved superior, as the oak-built boats have long

since disappeared.

*Master Frank* is originally powered by a 3-cylinder Russell Newberry diesel. The vessel remains in virtually original condition.

The Manx Museum had a scale model of the smack constructed some years ago when it was thought the vessel might have to be broken up.

However, the present owner intends to re-fit the smack, so the future for this old lady seems secure.

## Promotion move

PETERHEAD'S assistant fishery officer for the past five years, Stewart McKerracher, has been promoted to fishery officer at Aberdeen. He took up his new duties this week.

He was employed with the export sales department of Ross Fish, Aberdeen, for four years before joining the service.

## RECORDS BROKEN by boats fitted with FISHING HYDRAULICS' ROPE REELS

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# £435,027 YEAR BY TOP SEINER

SKIPPER Davie Smith's 80ft. Aberdeen-based seine netter *Argonaut IV* has earned a massive £435,072 for her first year's work.

This total was reached last Friday when the steel-hulled boat put ashore a 433-box catch which sold for £7,652.

Skipper Smith told *Fishing News*: "We've had a remarkable year. I can't believe it myself".

He attributes the fantastic achievement to perseverance and team work among his crew, also to the boat which has had no difficult teething problems since her delivery from the Campbeltown Shipyard on July 17 last year.

Skipper Smith said that the years to come, he said. "There's no doubt about it, fish are getting scarcer — and a good bit of our future depends on getting access to Norwegian waters."

"It's in the interests of Scottish seiners that we should make

## Burns man air-lifted

A FIRE which broke out in the engineroom of the Lowestoft side trawler *St. Vincent* on Wednesday last week injured the chief engineer.

John Day (41) had burns on his arms and legs when he was taken off by a Danish helicopter and flown to Esbjerg for treatment. He is a married man with five children.

"There was a lot of heat and the engineroom was completely battered down", said a spokesman for owners, the Colne Fishing Co.

"Another of our vessels, *St. Luke*, stood by until the engineroom was opened up again", he said.

*St. Vincent* later sailed for home under her own power and reached Lowestoft on Thursday last week.

*St. Vincent*, skippered by John Peck, has a ten-man crew and had started the trip the day before the fire.

### Ready for the off

SCOTTISH herring fishermen are expecting to start on their west coast quota next Monday. There was a sense of relief at the withdrawal of the Irish reserves on the quota allocation for the grounds worked out by the EEC.

A record price of £68.20 for 100 kilos was paid at Ayr for herring last Tuesday. A Russian factory ship anchored off Ayr last week to land 80 tons of mackerel.

## STILL ON SPRATS

A LARGE fleet of Scottish purse seiners are still landing sprats on the Humber. The main grounds being worked are some 60-miles off Hull.

*Challenge*, *Flowing* and *Julicanne* all patches catches ashore though Slight agency at Geest last week, which kept meal plant rather busy.

## HULL STEEL CRAFT "THIRTY SEVEN"

The BUT-owned 130-footer had engine trouble, but was due to go on trials this week. There is still no news of BUT's other Grimsby wet fish 'casualties' and, although some work has been done on the distant water trawler *Ross Kandahar* and the middle water trawler *Ross Genet*, the future for *Locarno* looks bleak. She has been laid up for over two years.

37ft. x 12ft. steel boat. Includes bilge, engine beds, steel deck and wheelhouse, floor bearers, stern tube and rudder.

Available with choice of forward or wheelhouse.

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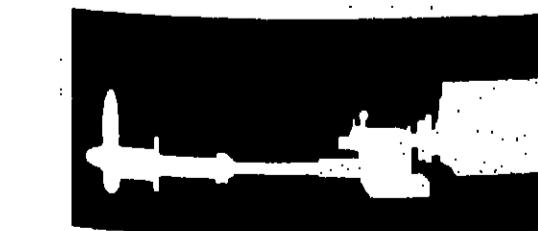
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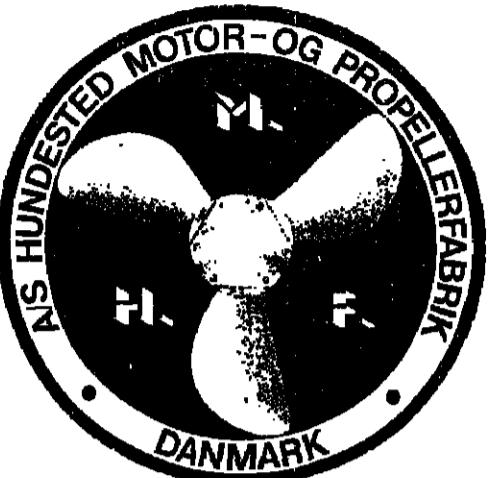
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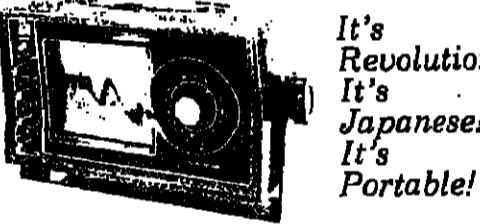
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# STARRING ROLE FOR CORNISH SKIPPER

CORNISH skipper and preacher, Bobby Jewel from Porthleven, drew his biggest-ever congregation on Tuesday night. And his message contained a grim warning about the threat to the mackerel stocks in the south-west.

A Methodist lay-preacher and the skipper of *Galilean* working out of Newlyn, Bobby Jewel was the central figure in a documentary film produced by Westward TV called *The Last Hunters*. This was featured late on Tuesday night on the ITV network.

The camera crew showed Bobby Jewel leading his church congregation in prayer and went with him on a trip in the 54ft. *Galilean*.

The film must have been something of an awakening to the roar of Nimrod aircraft on fishery protection patrol, the film moved on to bring home the peaceful Cornish fishing atmosphere of the intense in-

ternational fight going on between fishermen and the fleet.

While there was little

temptation and scope to get up hostility between local fishermen and the fleet.

Scots and Yorkies who had been hitting the mackerel film was sensitively done to show that Cornishmen preclude the problems of big northern fleets who have run out of grounds.

While there was little

enmity depicted in the film between local fishermen, there were fierce feelings for the stocks. Per-

haps in the end the best for conservation "was the small catches in small boats," said one spokesman.

FLEET OF 55 ARMED VESSELS START PATROLING ALASKAN WATERS TO BEAT FISH PIRATES AND SALMON POACHERS.

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MUSSEL BEDS AT KNOTT END, IN THE RIVER WYRE, POLLUTED AND GATHERING WILL SOON BE STOPPED.

PROTECTION OF THE ISLE OF MAN'S GROUNDS FROM CONTINENTAL POACHERS, NOW THAT HERRING FISHING IN THE NORTH SEA HAS BEEN BANNED, WAS DISCUSSED INFORMALLY BUT AT TOP LEVEL ON THE ISLAND LAST WEEK.

CAPTAIN PETER DINGEMANS, THE NEW COMMANDER OF BRITAIN'S FISHERY PROTECTION SQUADRON, FLEW TO THE ISLAND AND MET THE CHAIRMAN OF THE MANX GOVERNMENT'S FISHERIES BOARD, NORMAN CROWE, AND THE LT.-GOVERNOR, SIR JOHN PAUL.

HE ALSO TALKED WITH OTHER OFFICIALS AND LOCAL HARBOUR BOARD

# Hawser 'catch' costing a packet...

THE 80ft. Peterhead seiner *Veracious* is having to be re-engined after being damaged at sea by a giant wire hawser earlier this year.

The vessel was disabled when she picked up the hawser around her propeller when steaming 120 miles north-east of Peterhead (Fishing News, April 29).

Her propeller, nozzle and gearbox were damaged by the hawser which is of the type used in North Sea oil work.

Last week Skipper George Forman said that, only three weeks after the boat had been repaired, the engine failed

Skipper Forman said he took delivery of the Mirrless

is impossible to pin damage down to any one company.

"The compensation is set up by the oil company to cover damage to fishing and not to boats."

The matter is being investigated by East Aberdeens MP Douglas Henderson.

"I think it all comes from the overload put on the engine when we picked up the hawser," he said.

"During the three weeks after having the hawser damage repaired we lost another week's fishing time because of engine problems."

Skipper Forman said he took delivery of the Mirrless

and was found to have a cracked piston.

"I think it all comes from the overload put on the engine when we picked up the hawser," he said.

"During the three weeks after having the hawser damage repaired we lost another week's fishing time because of engine problems."

"We can get a 25 per cent grant towards the cost of the engine and installation but will have to find the rest ourselves," he said.

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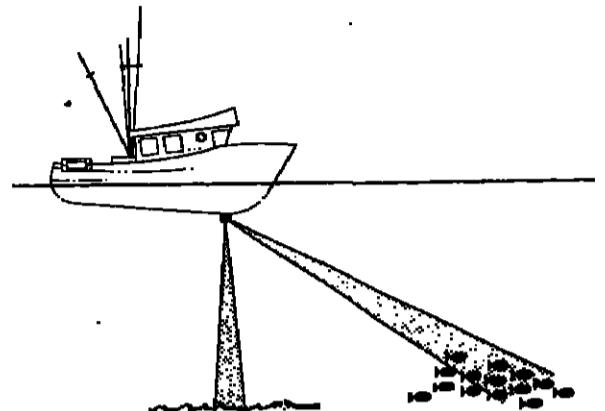
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## 'Skating' single-handed

"THORNBACK RAY, locally called roker and maybe skate, come close in here in spring and again in autumn; and a buyer I know says he will take all I can catch."

"I have a 28ft. boat which is open except for a small wheelhouse and which is equipped only with a captain, belt-driven off the forward end of the engine, and a Ferrograph G240 sounder."

"Can you tell me as much about skates and rays as possible and say which would be the best way for me to catch them? I generally work single-handed."

"The common skate grows to a larger size than the roker — up to 7 ft. across back and fins, and 226 lb. in weight — and generally has a longer nose than a roker of equivalent size."

### Shading

The back of the skate has grey shading to mauve at the wing tips and its belly is grey-blue with spots on it.

The roker's back is a mottled grey-brown and its belly is white without any spots on it.

The male roker is easy to identify by four rows of hooked denticles on its back; denticles which originally caused it to be called thornback ray.

Both skates and thornback rays are most likely to be found on patches of sand or gravel bottom fringed by rock. They do not have swim bladders, so are not good echo targets.

When concentrated, it might be possible to detect them with an echo sounder incorporating white line facilities, but you are unlikely to find them with your Ferrograph G240.

They are caught with lines, trawls and ray nets. You might catch payable quantities with longlines if you are able to obtain regular supplies of fresh herring, mackerel, pilchards or sprats for bait — but it would not be easy to do so single-handed.

Neither would it be easy to catch these fish with an otter trawl or ray nets with only a captain fitted for hauling purposes.

Therefore, the best method for you would be to use a beam trawl.

You could probably work a trawl with a beam of about 16 ft. long.

### Slowly

Shooting a beam trawl is a straightforward job if you proceed slowly across the tide so that cod-end buoy and line, net and beam are carried well clear of the boat. Then you turn gradually so that you are heading down tide before you start paying out warp.

With the aid of the bridle, it is not difficult to ensure that the beam remains the right way up during the process nor, as you gradually increase speed down tide, to check that the heads are being towed along the bottom. In the latter case you can always tell whether they are on the seabed or not by laying a hand on the warp.

Freeing a beam trawl from a fastener is often a simple matter than freeing an otter trawl. If you appreciate the fact that it is far faster to quickly haul a beam trawl which used to be thrown

## John Burgess' Log



— let go the towing warp, retrieve the cod-end buoy and haul away in the reverse direction to that in which you were towing.

In practice it does not always happen but, more often than not, net and beam can be recovered undamaged in this way.

Hauling a beam trawl single-handed can present some difficulty at times: when a fresh breeze is blowing against a strong current, for instance, or when a net contains a weight of weed as well as fish.

A boom or derrick fitted with a tackle can, however, ease handling of gear on some such occasions. It can also contribute towards making beam trawling the most feasible method of capturing skates and rays, as well as other flat fish and shrimps single-handed.

"Where can I get information on standard sizes and down of this type?"

"You can get several different types of window designed for fishing vessels, all of which are fitted with tough glass in accordance with British Standard Marks of Becket, Laycock, Watkinson Ltd., Acton.

"They are slow combustion stoves which will burn any solid fuel and have loose lids on top through which to feed them.

"There are now five stoves in the range. No. 1 stands 19 in. high, is 9 in. in diameter and designed to heat a space of 2,500 cu. ft. No. 5 is 35 in. high by 16 in. in diameter and designed to heat a space of 25,000 cu. ft. So there will be no problem of selecting one to suit you."

"Personally I don't think you could do better than get a Torteoise.

"The stoves are supplied complete with elbows for fitting vertical flues and with fire bricks or tiles as linings, and their price is surprisingly reasonable.

"I have had one installed as an auxiliary to an oil-burning stove for many years and, apart from freshening up its appearance with blacklead occasionally, have not had to maintain it at all."

"A plain Torteoise is likely to be all you want, although Portway and Stitt will continue to make ornamental Torteoise stoves like those made by their predecessor.

"Should you be thinking of fitting a sliding door or for access to your wheel, it will interest you to know that the firm can supply 'Beclawat' heavy duty door gear.

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### Piopper

In Suffolk, where a posser is generally called a piopper, the device is used to scare mullet into trammels (traditionally known in East Anglia as thwart nets) set across a river at low water.

With your mate rowing downstream diagonally towards the inner and outer ends of the nets alternately, you plunge the cone into the water at regular intervals over the quarter or stern of the boat.

The air trapped in the cone makes a tremendous plop underwater as it escapes and scares fish so much that they swim into the nets.

Normal practice in Suffolk is to terminate the last leg downstream at the outer end of the nets and then to haul or under-run them immediately.

With the aid of the bridle, it is not difficult to ensure that the beam remains the right way up during the process nor, as you gradually increase speed down tide, to check that the heads are being towed along the bottom. In the latter case you can always tell whether they are on the seabed or not by laying a hand on the warp.

"We have heard that the best way to catch the mullet is to lay a net across the river. This is quickly done by a fisherman who has

## Tangle net supplier

"PLEASE send me the address of Kevin Green, whose tangle net is described in a log."

"Kevin Green is manager of Bridge Gundry's Bostock's Branch, Lowestoft, Suffolk."

"Tangle nets similar to

he used to make at Ware

Dorset, are now made

in a firm and are obtainable

direct from his workshop in Ware, Dorset, from his

and other branches."

July 21, 1977

July 22, 1977

July 22, 1977

FISHING NEWS

## 'KASHMIR' WAY AHEAD AT GRIMSBY

"A BIG £62,350 grossing from 1,946 kts by BUT's Ross Kashmir (Skipper John Roberts) highlighted another good spell of trade on stable markets at Grimsby last week."

"She had returned from a 24-day trip on the Bear Island and White Seas grounds and made the most of Grimsby's largest single landing, mostly of codstuffs."

"Ross Kashmir easily out-grossed her rivals during a week which disappointed fish landed."

"The John R.-agent Benji (Skipper Jorgen Boen), on £7,311 from 211 kts, split the trio of A.E. Richard-

son vessels Margaret (Skipper Jimmy Carson), Charmor (Skipper Otto Jensen) and Limanda (Skipper Harry Thomsen) at the top of the weekly grossings."

"Eventually the honours went to Limanda with £7,748."

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# INSHORE at Grimsby

A MONTHLY FEATURE

HOGGING most of the limelight through late June and into July have been the 'tidal wave' of inshore dogfish liners which have come mainly from other east coast ports.

Now, 1977 looks set to go down as a bumper year for this traditional specialist trade.

The old saying "if it swims, Grimsby can sell it", is aptly borne out by the intense activity of these vessels which try to take full advantage of Grimsby's unique international reputation for buoyant summer dogfish markets.

Actually many dogs, once skinned and processed, do find their way to the continent. In France Grimsby merchants have almost a monopoly on the big demand.

This summer there has been a very large overland trade, too, with lorries of dogs streaming into Grimsby mouth's Percy Field after a skipper Richard Lutkins (centre) and crew, Stephen and Malcolm Tubby, of Yarmouth's sole full-time inshore boat *Alida*.



## ENGEL NETS THE BIG EARNERS

**Fish are scarce. Prices are high  
You cannot afford to miss**

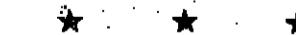
When you put an ENGEL net aboard you know you have the best possible gear obtainable anywhere. That is why: All British deep sea trawler companies without exception use ENGEL single boat midwater trawls.



All the leading Irish pair fishing vessels for the past fifteen years have been using ENGEL two boat midwater trawls.



The heaviest catches of trawled mackerel in Devon and Cornwall last year were consistently made with ENGEL specially designed and strengthened single and pair midwater trawls capable of catching and holding up to 140 tons of fish in a single tow.



For herring, sprat, mackerel and blue whiting, Pelagic gear and high opening bottom trawls. For all sizes of boats from 100 to 5000 HP ENGEL nets are in a class of their own.



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Above: *Betty*, Grimsby's top earning single-tripper, earned £4,074.50 on June 13. Below: *Mint* — fresh.

from as far south as long search for a suitable vessel for former Yarmouth longshore fisherman Skipper Richard Lutkins (see *Fishing News*, May 6).

*Alida* has been virtually rebuilt for Mr. Field, largely to confound the pessimists who maintain Yarmouth can no longer support a full-time inshore vessel of this type. Skipper Lutkins and the Tubby brothers, Stephen and Malcolm who crew, are bent on succeeding.

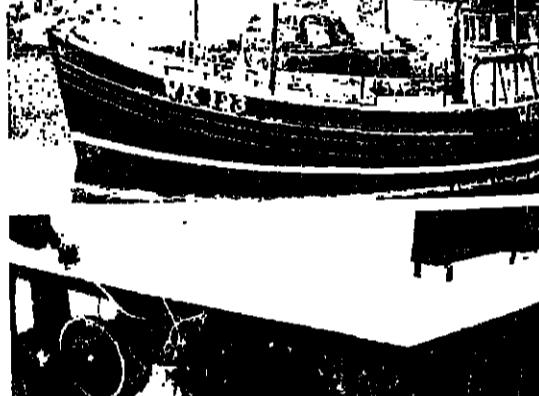
Whilst on the topic of money, the very trim *Betty* (Skipper Bill Glenton) weighed-in with a Grimsby port grossing record for an inshore dogger on June 13 which almost went unnoticed.

Her 152 kits and 55 kilos, sold through agents Sam Chapman & Sons Ltd., made £4,074.50, an average of well over £26.60 per kit. These figures will take some bettering.

Of many newcomers at Grimsby for their first season, non has impressed more than the scarlet-hulled *Alida* (YH 223), once of Whitby, bought by Yar-

dog, now in Grimsby mouth's Percy Field after a

skipper Richard Lutkins (centre) and crew, Stephen and Malcolm Tubby, of Yarmouth's sole full-time inshore boat *Alida*.



Actualy many dogs, once

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Grimsby merchants have

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This summer there has

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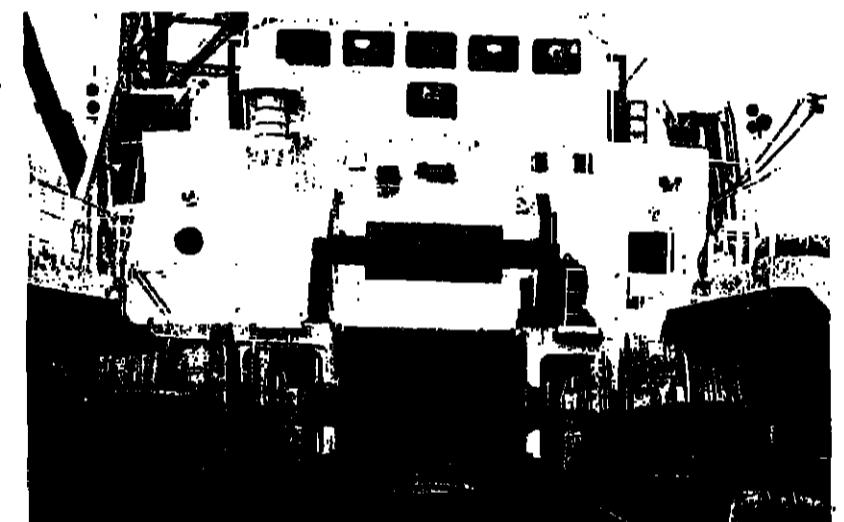
full-time inshore boat



"WHAT I have is hold", Skipper David Bevan of the Scarborough steel inshore boat *Cessemenda* seems to be saying. The SS230 Wemaar low-frequency sonar was fitted to his command during Catch '77 and left Skipper Bevan deeply impressed with its performance. The sonar was installed on the night of June 17/18 in time for trials to be carried out before dawn. A delighted Skipper Bevan told *Fishing News*: "On this morning's test I was very impressed with the longer range. We marked a wreck on the hard ground, which is not the easiest thing to do when a lot of the big sonars don't mark wrecks on hard ground." *Cessemenda* is already fitted with the Wemaar SS220 high frequency model and Skipper Bevan added: "We had the definition from the high frequency, but wanted the low frequency to give us a longer range." Importers and distributors, Seabourne Electronics Ltd., and local agents on Humberside E.M. Electronics Ltd. of Hull, carried out the installation.

## Modern Reliable Deck Machinery

It is almost essential for pelagic fishing that a net drum be installed. Robertson's supply a range of drums with various drive systems for all classes of fishing vessels. Illustrated is a 9 cubic metre 30 ton pull net drum installed in association with Robertson trawl winches on the freezer trawlers 'Goth' and 'Roman'. Our range extends from 3 cubic metres to 16 cubic metres with pulls up to 52 tonnes.



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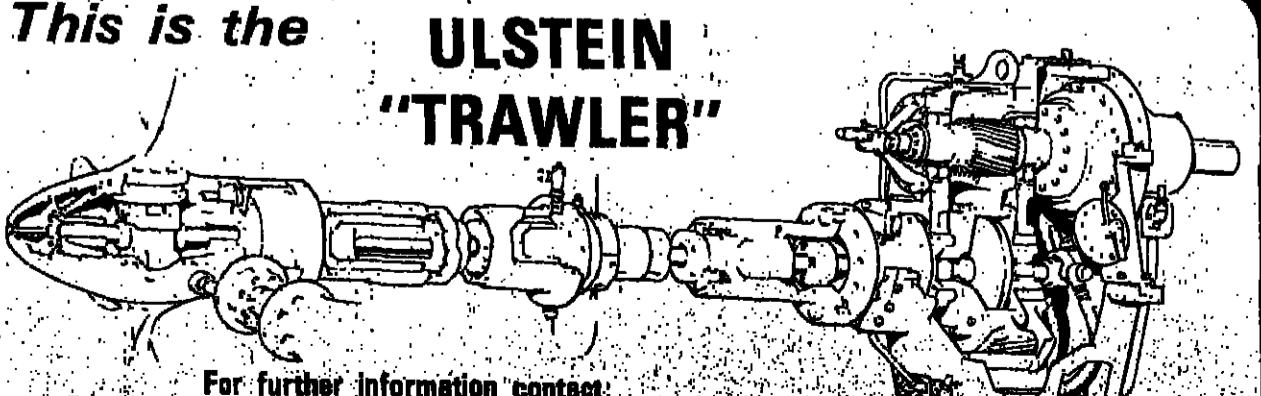
Obtainable from your Chandler or F.M.A. or write for descriptive leaflet and name of stockist.

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## Engel

THE German firm of Hermann Engel supplies nets throughout the world to almost all classes of vessels.

The UK and Irish agent for Engel, Dunmore Marine Supply Co., was represented on the stand and demonstrations of a range of Engel trawls were held in the White Fish Authority's flume tank during the show.

On the stand was a model of the new high-opening Balloon white fish bottom trawl designed for single- or two-boat operation.

The net can be used by vessels up to 2,000 hp and is suitable for rough ground.

All the signs are that boats will be massing on the Cornish mackerel grounds this autumn and Engel has orders for mackerel trawls from Humberside deepsea trawler owners, plus serious enquiries from Scottish and Irish interests.

Last winter an Engel single boat mid-water mackerel trawl was used to great effect

## CATCH '77 review

### Another look at the Humberside show

by the new 80ft. Lowestoft owned Boston Sea Ranger, owned by the Boston Group.

In just ten weeks' fishing she landed £40,000 worth of mackerel.

Similar nets have been ordered for the sister vessel, Boston Sea Knight, and for at least one other vessel of similar type being built for

the same owners in an English yard.

A two-horn mid-water net, specially strengthened and fitted with very strong mackerel bags, was also used successfully last winter by the Irish vessels *Spes Magna* and *Stephens*.

These nets handled single hauls of 140 tons without being damaged.

Mackerel trawls are also being sold to skippers in Plymouth and Brixham who are replacing existing vessels with larger, secondhand craft.

## C-Power

THE Lincolnshire engineering firm of C-Power (Marine) is the largest manufacturer of Ford engines in the UK.

The firm has won the Queen's Award to Industry for its export achievements.

The award was announced on April 21 this year — six years to the day since C-Power won approval for registry as a company.

Today, more than 3,500 C-Power engines are used in 38 countries, with at least 300 being around the UK.

C-Power engines cover the horsepower range from 33 to 180 bhp and are well established along the east coast from Bridlington to Wick.

Engines on display included the 4/254, which has a continuous rating of 72 hp at 2,500 rpm and is particularly liked among the cable men. Bad weather in the North Sea is forcing them to fit engines in the 70 hp range.

One has been fitted to the cable *Silver Jubilee*, built at the J. Lowther yard in Whitby for E. Smithson and I. Muirhead. (*Fishing News*, May 27).

Another is shortly to be supplied to a Goodall cable.

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Engines on display included the 4/254, which has a continuous rating of 72 hp at 2,500 rpm and is particularly liked among the cable men. Bad weather in the North Sea is forcing them to fit engines in the 70 hp range.

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## Alpha

SEVENTEEN British fishing vessels have been fitted with Alpha propulsion systems since the firm entered the UK market just a few years ago.

A lot of interest was aroused in the new 400 28-GVO package system which comprises a two-stroke engine, reduction gearbox, controllable pitch propeller, marine and electronic control units.

Alpha's new six-cylinder

July 22, 1977

traditional fisherman's working garment.

The suit, of high-visibility orange extra strong polyurethane-coated nylon with all-sewn seams, is designed to support a man face up in water for at least half an hour after accidental immersion. This should be long enough for a rescue operation.

Arco stresses the suit is not intended as a replacement for a lifejacket, but at £36.75 direct from Arco it looks like being an insurance policy many fishermen are bound to look at carefully.

A feature of the bib and brace trousers is the Velcro-fastened fly opening. This was included in response to many complaints of fishermen.

It is imported from France through Plate Marine Trading Co. Ltd., the exclusive UK distributor.

This unit opens the door to a new age in international marine vhf radio communications due to solid-state micro-circuitry.

The corrosion-proof S-55 is one of the simplest units in the market to operate with automatic push-buttons instantly selecting the desired channel. This then appears on the central screen in visible LED digital read-out figure.

There were two sales of a new small hydraulic trawl winch on the PNP Duerr stand during the show.

The model on display had been sold prior to the show for use aboard a small GRP vessel in Lyminster, Hampshire, and the orders came from north-east coast owners.

Named the Mk.11 Trawl Winch, it utilises the Duerr Mk.11 anchor windlass gearbox which has been used for 20 years. The winch has a pull at its core of one ton and a pull of half a ton when three-quarters full.

Each drum has capacity for 1,000 ft. of 8 mm. wire and the winch is of lightweight, simple and robust design.

It has dog-type clutches and its screw brakes are controlled by 6-in. handwheels.

The drums have a 4-in. diameter and 1 ft. flanges. There is a whipping drum keyed to each end of the mainshaft outside the support bearing.

Overall length of the winch is about 5 ft. and the hydraulic system utilises a medium pressure vane-type pump and motor.

There was terrific interest in the PNP Duerr Torkmaster mini net haulers, as they fit in with the growth in trammel netting along the English north-east coast. Eight are already in use and a further ten will go to the area.

A net hauler and capstan is being supplied to a cable being built by William Clarkson of Whitley for a Mr. Cole of the small Yorkshire village of Runswick Bay.

At present 122 vessels in the north-east have Duerr pot hauler capstans. The net hauler can easily be interchanged to use the existing capstan.

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The type WNH hauler, which is particularly popular, has a central hauling drum faced with toughened rubber and GRP wings to handle larger nets.

It has a steel frame and can be supplied for suspended or rail mounting.

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